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THE CORONET

June 19th, 20th, 21st & 22nd, 1919.

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HILTON ON GOLF CLUBS.

IRON "FAVOURITES" OF VARDON, BRAID, AND TAYLOR.

There is invariably in the set of clubs which the golfer is in the habit of using a certain club which he values more than any other. It is a club which peculiarly appeals to him—in that its habits are good—as he knows in his heart of hearts that it will never give him away. It happens to make a serious mistake with it, he is just a little surprised, as it is a failing which is not customarily in the combination of the player and that particular club; and he realises full well that the fault does not really lie with the club itself. It is merely the human application which is in error.

I have heard it said that such a golfing implement is worth a "King's ransom" to the player. Quite what the value of a "King's ransom" happens to be in the present day I cannot say, as we know of one or two erstwhile monarchs the ransom of whom would not be worth the proverbial half crown but, much less the value of a well-beloved club. But we are not here to dissert on the present day value of monarchs but of the club which the golfer would part with last in moments of greatest financial temptation.

CHANCE OF SENTIMENT.

No doubt Vardon, Taylor, and Braid are possessed of several clubs which they would be extremely loath to part with. At the moment I am not peculiarly acquainted with the set of clubs which they utilise. They have sold many during war time in aid of the Red Cross funds, but whilst these clubs they have been most estimable clubs, and of considerable playing value to them, still, being a golfer myself, I cannot quite imagine that any of the clubs which have thus departed from them have been any of those which are apt to be kept so to speak, in the safe.

A keen golfer never parts with this stamp of club unless he is forced to do so—perhaps in a spasm of friendly sentiment and he invariably regrets this spasm somewhat. I know the feeling well, and I know, moreover, the subsequent regrets. A trusty friend in the way of a golf club cannot be said to replace it. I know of one club which Vardon has a most sincere affection for; I also know of one club which Taylor has almost a reverence for, and Jimmy Braid has one which he always fondled with loving care. Strange to say, they are all iron clubs, which are able to strike the ball a considerable distance.

VARDON'S CLUB.

Harry Vardon's club is a species of driving iron with a narrow blade, so narrow that on a question of mere appearance it would instinctively be termed a club. But it is not a club, as many years ago I designed the model for this particular club, and I feel assured that it originally came from the British Golf Company.

It was a copy of a driving iron which had been very carefully filed away and the bottom part or base of the head was considerably rounded. It was in this effort to make the base round that the club head became so narrow. How long Vardon has used this club I cannot say, but it must have been about the year 1905 or 1906.

The last time I saw it it had a large piece of metal welded on the back of the blade to give it the necessary weight, and it seemed to be arriving at the end of its life. Noticing this, I sent him one of the original heads of this pattern, and eventually unearthed the first copy made, which I had used for some considerable number of years, and I also sent this to him. Quite what use it has been to him I cannot say.

As regards the original favourite of Vardon's, I have seen in the Press many imaginary accounts of where it came from, the last account I saw being that it was an American model. From what I know this is painfully incorrect.

Taylor's club is a big driving-iron, which he used in the championship of 1913 at Hoylake with great effect. In that event there was an exceptionally strong wind blowing, and Taylor was the only player in the field who apparently was not unduly influenced by that wind. This big driving-iron, we have mentioned, was the club with which he mainly managed to circumvent the rough conditions prevailing, and he played some quite wonderful golf with it.

With him it apparently devolved itself into the solution—when in doubt take the big iron, and he seemed able to hit the ball with it just as far as the others did with wooden clubs. In the matter of direction, and holding the ball into a strong cross or head wind, there was no comparison between the strokes of Taylor and those of the others. They were wandering all over the place. Taylor seldom deviated more than fifteen yards from the line, and his accuracy met with its due reward, as he won by no less than nine strokes.

WHERE BRAID GOT HIS—AND HOW.

The club I remember in connection with James Braid was a lofted driving-iron which, I believe, he originally secured from the bag of Mr. Arthur Croome. I do not wish to infer that he prevailed upon the club to leave Mr. Croome's bag without the knowledge of Mr. Croome, but, as they might say in the Scriptures: "Braid cast loving eyes upon it, and then spoke kind words to Croome, and it passed its way into the net of Braid."

It is, or was, an iron club which the majority of golfers would term a medium iron, as it had considerable loft on the face, but in the hands of James it could hit the ball prodigious distances, and some of the forcing shots I have seen him play with it have been quite remarkable.

As a club, it is an old man now, just as Vardon's favourite club is becoming old. Taylor's will soon inevitably become, as the wear and tear of a strenuous life tells on an iron club. It has to be cleaned

(Continued at foot of next column.)

NAVAL SECRETS OF THE WAR.

MR. BOWLES CALLS FOR MORE INFORMATION.

Following on the publication of a criticism of Lord Jellicoe's book by Admiral Behneke, who commanded the German Third Squadron at the Battle of Jutland, an interesting letter appears in the *Times* from Mr. Thomas Gibson Bowles.

The strictures of the German Admiral Paul Behneke on Admiral Jellicoe's "extreme caution" at, and "still greater caution after," the battle of Jutland reflect to some extent the criticisms already made here, not only on Admiral Jellicoe, but also on Admiral Troubridge, by those who deeply regret the escape from destruction of the *Goeben* in 1914, and still more the escape of the German High Sea Fleet in 1918, whereby the subsequent course and length of the war were affected to our great detriment.

But are these Admirals to be blamed, or is it the Board of Admiralty? If the Admiralty orders to Admiral Troubridge were to "avoid being brought into action" or, as another version puts it, "not to accept action" with a "superior force"; and if orders of a similar tenor were given to Admiral Jellicoe, then the blame for our failure to destroy on those two occasions must be held to attach mainly, if not wholly, to the Board of Admiralty of the day, and not to the Admirals.

WHAT WERE THEIR ORDERS?

Orders which impress upon Admirals that they must rather seek to preserve themselves than to destroy the enemy, and must take for their model rather Byng than Nelson, cannot but bear cruelly upon them at the awful moment of decision. What the Admiralty orders actually were we do not know. Yet in justice to these Admirals, as well as for our own future guidance, we must know. In other cases than these the same question arises. The recent Antwerp adventure, the sacrifice of the cruisers *Jaeger, Tiger, and Urey* in September, 1914, the failure to reinforce Cádiz in the same autumn, and the disasters at the *Cardenelles* and *Albufera* apparently caused by Admiralty orders made over to the Admirals, the reputation of the admirals who have to do the actual fighting is at least as important as that of the board which orders them how to fight, or to avoid it.

NEELSON'S TROUBLES.

Between commanders at sea and the Admiralty there have often been great differences. Nelson himself, as he has told us, had such a difference with the Admiralty Commander-in-Chief in the West Indies and with the Admiralty. Having in 1755 been proved to be right, and the Admiralty and Admiralty both wrong, by the Colonial Court, where he pleaded his cause in person, he thenceforth saw every application he made for a ship turned down, and having in 1780 had a writ served upon him for £20,000 by the owners of the ships he had seized, he even drove to the resolution to "take refuge in France," unless the Government supported him in these law proceedings. This, not the Admiralty, but Mr. Pitt, and Mr. William Pitt, of the Treasury, caused to be done. Yet neither then, nor in the next year, nor in the next, would the Admiralty give him a ship, not though "almost the whole service were called forth."

MUST KNOW WHO IS TO BLAME.

He even learnt that "the King" was impressed with an unfavourable opinion of him. By January, 1793, indeed, when the preparations for the war with France were being completed, then, and then only, did the Admiralty relent; then, and then only, was the King's unfavourable opinion overcome; then, and not till then, was Nelson given the famous *Agamemnon*. So nearly had he been allowed to "take refuge in France," so nearly prevented from winning Trafalgar. We must know where the blame lies for our more conspicuous failures during this war, whether the Admirals or with the Admiralty. This we cannot know unless we have the Admiralty orders in each instance. Nor can we, without these—as Mr. Walter Long says—"use the experiences of the war on sea and land for the benefit of the future and for the future strength of the Empire," which Mr. Long rightly holds to be "a just and reasonable" contention and an attitude which the Admiralty intend to meet. May we know when, or about when, it is to be thus met?

After each round, and although the process of wearing away is slow, it is very persistent, and eventually a club becomes so light in the head that the balance is destroyed.

BALANCE THE THING.

One can attach pieces of metal to the back of the head, as Vardon has done to his favourite, and, as I believe, Braid did; but such attachments are prone to alter the balance, and the club is never quite the same club.

No doubt, the three big men have had other prime favourites besides their driving iron, but nevertheless it is not a little significant that the favourite of the trio are all clubs which necessitate a shot with an iron club which has not only to be considerable in length, but, moreover, extremely accurate.

It points to the fact that the long accurate iron shot as applied to first-class golf is the most important of all, and, in addition, that a sound reliable club with which a shot of this description can be played is the most difficult of all to replace.

My own personal experience teaches me that this is a very correct assumption, as I have found that I can unearth all manner of clubs with which I can play the other shots in the game, but that of the numerous family of driving irons which I possess, there is seldom more than one on which I can rely.

A good medium driving iron is to a first-class golfer worth a "King's ransom," whatever that latter term may mean.

THE KLOET DISASTER.

WHEN NEXT ERUPTION MAY BE EXPECTED.

INTERESTING DESCRIPTIVE LECTURE.

Dr. G. E. Escher lectured in the theatre of the Royal Natural History Association in Batavia on May 27th on the eruption of Mt. Kloet (says *Het Nieuws van den Dagh*). The lecturer described the work of volcanoes in general and dwelt on the force of the "Lahars," consisting of water, ash, stones and other volcanic products. These lahars could not be tamed by any artificial means at the disposal of man. Subsequently, Dr. Escher described the shape of Mt. Kloet compared with the surrounding mountains, pointing out that the slopes of Mt. Kloet were much more gentle than those of the Kawli, Ardoena, and the summits of the Tenger range.

As regards the rain of ashes, he had pointed out that in 1901, the area of this rain extended as far as Batavia and Serang, whereas during the present catastrophe the most westerly places where the ashes descended were Mook and Banjoemas. It was impossible, however, to draw conclusions here as to the greater or less force of the eruption. The lahars are always forced skywards up a certain height and it depends on the kind and the power of the winds existing in those regions as to whether the ashes will be driven.

The present eruption was very much more severe than that of 1901 and this is evident from the fact that in 1901 all the water from the crater lake was not ejected, whereas, according to the latest observations, this time the lake has disappeared.

Reviewing the data available, the lecturer was of opinion that the eruptions of Mt. Kloet occurred at a minimum interval of nine years, a maximum of thirty-seven years, and an average of eighteen years. This average has been maintained during the last eruption. A new eruption must, therefore, be anticipated within a reasonable period of time.

Though it might be surmised that after this terrible visitation a fairly long interval might elapse before the next eruption happens, the possibility exists that within about the next nine years the world would be convulsed by another exhibition of the terrible powers of Nature.

HOW TO AVOID RECURRENCE.

The lecturer explained that the appearance of the emanations of vapour which some people described as the formation of new smoke was really due to the sinking of the solid portions of the lahars which occasioned the transformation into vapour of the rushing waters on the terrible heated ground. No importance need be attached to this.

Referring to the fact of the enormous damage done by the lahars consisting of the water of the crater-lake (on this occasion 40 million cubic metres) ash, volcanic stones, and broken portions of the walls of the crater, Dr. Escher arrived at the conclusion that, if the influence of one or more of these factors could be removed, the consequences of the eruption might be reduced, if not entirely neutralised. The water of the crater-lake is the factor which is indicated as the one to be removed, if further eruptions are to be avoided.

Seeing that it is the custom of the population always to return to the place of the catastrophe, it is the duty of the Government to see to the tapping of the water of the lake. The amount of the water increases annually by six million cubic metres.

Various means have been suggested for tapping the water such as pumping, cutting through the banks of the lake, and tunnels. Dr. Escher considered the last named method the most practical one. The said tunnel would have to be 1,400 metres long. The lecturer advised that these measures should be taken in hand at once and the bottom of the lake mapped before the presence of a new quantity made this survey difficult, if not impossible. It was the duty of the Government to undertake this work at once.

The technical capacities of the Dutch nation were at stake. Why should they not be capable of doing this, seeing that the Romans accomplished centuries ago? If the natives were afraid of carrying out this work, or hesitated in doing so, it would always be possible to import Italian labourers who were familiar with this kind of work.

ESTATES BADLY DAMAGED.

Sourabaya cables that the estates on the western slopes of Mt. Kloet were without water—a matter of life and death to the plantations. In those cases where the estates have not been totally destroyed, the remainder may be regarded as having been retarded by at least three years in productivity.

Many estate buildings and houses of Europeans have fallen in. On one of the estates six inches of ash, stones, and sand fell like rain. On the Zekelan coffee estate there is a layer of ash from six to seven centimetres in depth. According to the statement of the manager of one of the estates on the western slopes, who witnessed the eruption of 1901, that eruption did much less damage than the most recent one.

Dr. Kemmerling, the geologist, has bivouacked close to the boundary of the Goebid and Badak lahars. During the eruptions there is an enormous liberation of steam in the Badak lahar. Small craters are being formed in the lahar which gives for the most terrible phenomena, just as in volcanic eruptions. The small eruptions vomit forth stones.

No fear need be had of these eruptions which are only indirectly connected with the volcano. It is surmised that the crater lake was emptied over the southern and western edges of the volcano. The ground temperature of the bivouac is 62 degrees C. In the Badak lahar ground temperature is 300 degrees C.

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. J. FRANKS, D.S.P. (R.)

SEARCH SUPERVISION DUTIES.

June 20th to 28th.—Inclusive No. 2 Platoon.

June 29th to July 10th.—Inclusive No. 2 Company.

July 20th to July 24th.—Inclusive No. 7 Platoon.

June 15th, 1919.

THE F.M.S. IN 1918.

THE CHIEF SECRETARY'S REVIEW.

Sir E. L. Brookes in his annual report says the revenue of the Federated Malay States for the year amounted to 884 million dollars, exceeding that for the previous year by two and three-quarter millions. This included the special war taxation of about four and three-quarter millions. The three biggest items were licences, excise, etc. 174, Customs 182, Railways 13. The expenditure totalled 351 millions, the chief items being railways 14, miscellaneous nine, personal emoluments seven and three-quarters. The total expenditure fell short of estimate by 172 millions due to the inability to obtain materials, particularly for railways, from Europe. The balance to the credit of the F.M.S. on December 31st was 10 millions. Investments amounted to 60 millions while the amount invested in war bonds was six and a half millions sterling. Liabilities included fifteen millions of public debt and two and a quarter of deposits.

Imports exclusive of bullion totalled 744 millions, an increase of two per cent., and exports 234 millions a decrease of 15 per cent. Plantation rubber decreased 32 millions and tin and tin ore increased three and a half millions. British goods, he says, suffered greatly during the war and manufacturers will have to study the needs of the country particularly as regards motor vehicles on the lines of low price and inexpensive maintenance. The German tonnage, dealing with Germans giving preference to German goods, are, he says, not generally observed, or, as it would be better put, are not adopted as British commodities by British people.

Rubber contributed a million and a quarter to the war taxes and tin one and three-quarters. The sales of opium totalled one and three-quarter million.

THE MINING INDUSTRY.

The total amount of tin exported was 1,774,416 pikuls a considerable drop for the year. The tin industry has been hit by the war and the tin market has been in a falling off of 2,450 tons. The high tin prices probably had a good deal to do with this as making the tin less attractive to turn out but quantities and the miners eager to work out lower grade ground. The reduction however he does not think need cause alarm as there is every indication that mining will continue to prosper. With regard to the tin crisis Sir Edward says:

With the sudden termination of the war in November the need for an increased output disappeared and stocks of tin were far in excess of the world's requirements. There was considerable falling among the mining community when this second crisis in 1918 came upon them. The first crisis could not have been foreseen but it should have been realized that there must be an end of the war though the exact date could not be foretold. The market for tin was closed and it became necessary for the Government to again purchase the output. At the time of writing there is still no market for tin. America has prohibited the import of Eastern tin and Government is still buying.

The average price of tin in 1918 was \$150.02 a pikul of Straits refined tin. The highest price was \$139.50 on the 2nd August, and the lowest \$117.50 on the 1st January. The average price in 1917 was \$108.74. The Imperial Government assumed control over tin and appointed buying agents in August when the price was about its highest and rapidly reduced the price until it reached \$115 a pikul. The Imperial Government ceased to buy in December. It was at \$115 that the local Government decided to buy, and this price was maintained till after the Chinese New Year (February 1st) when the Government buying price was reduced to \$110, and eventually to \$100, at which price it now remains.

The output of the collieries was slightly higher but operations were hindered by plant and labour difficulties.

Referring to the Tin Commission he says it exonerated the Government particularly and the Mines Department particularly from charges of administering the war so hardly that capital was being driven away.

Regarding the rubber crisis Sir Edward makes no comment but merely recites the history of the occurrences. Referring to forests he says much more has yet to be done before the country is assured of a permanent supply of timber adequate to its needs. Twenty thousand fewer Indian immigrants came compared with the previous year, and unfortunately, owing to influenza and complications, the death rate was high (53.87), although lower than in 1911 the year in which the Labour and Health Departments were started.

EDUCATION.

On the subject of education there are two paragraphs of more than ordinary interest. In these the Chief Secretary says:

Education is beginning to receive the attention it deserves. The first need is the improvement of the teaching staff, and higher rates of salary have been approved for masters educated in England. Locally trained teachers are hard to get and it has been necessary to increase the pay. Provision is to be made in 1920 for the erection of a school or college for training teachers for the English teaching schools.

We are now at the parting of the ways in the matter of education in this country. A false step may be fatal and it is therefore necessary to proceed with the greatest caution even if it means some delay. The great need of the whole Peninsula is to train local candidates for the medical, Railway, Public Works, Survey, Mines, Forest, and Agricultural Departments, and no possible harm can come if all the energy of the Education Department is concentrated upon this for some years to come.

Dealing with railway work and extensions on which two and a half millions were expended, he says that the Department's programme for the next six or seven years contemplates a further expenditure of 187 millions.

ALLIED REPLY TO GERMAN COUNTER-PROPOSALS.

HUNGARIANS INFLICT SEVERE DEFEAT ON CZECHS.

COMMERCIAL AVIATION IN SOUTH AFRICA.

BOLSHEVIKS MEET WITH SEVERAL REVERSES.

LATEST CABLES

[THROUGH REUTER'S AGENCY.]

ALLIED REPLY TO GERMAN COUNTER-PROPOSALS FURTHER DISCUSSIONS IMPOSSIBLE.

PARIS, June 18th.

The Allied reply to the German counter-proposals will not be presented before June 17th, owing to the enormous amount of detail in connection with its drafting. The Germans will be allowed eight days to reply, including the three days in which the Armistice may be dissolved.

The Germans will be informed that further discussions are impossible, and unless they intimate their intention to sign within the time allowed, operations against Germany will commence automatically on June 26th.

CONSIDERATION OF THE ALLIED REPLY.

PARIS, June 18th.

The *Deutsche Allgemeine Zeitung* declares that immediately the Allied reply is presented, Count von Rantzau's delegation will proceed to Weimar, where the Cabinet, has gone, and the National Assembly will meet to consider the reply.

EARLIER CABLES.

"GREATEST CRIME EVER COMMITTED AGAINST HUMANITY."

The Allied reply to the German counter-proposals has now been issued officially. In a covering letter, the Allies, referring to the German protest against a peace of violence, emphasize that the war was the greatest crime against humanity ever consciously committed by a nation calling itself civilized.

GERMANY'S RESPONSIBILITY.

The Allies also emphasize Germany's responsibility for planning and starting the war, in which 1,000,000 had died and over 20,000,000 were wounded and suffered, and for the savage and inhuman manner in which it was conducted. The Allies believe that they would be false to those who had given their all to save the freedom of the world, if they consent to treat the war except as a crime against humanity and right.

THE ONLY POSSIBLE BASIS.

Justice is the only possible basis of peace, but it must be a justice for all, for the dead, the wounded, the orphaned, the bereaved, for the peoples now struggling under war debts which exceed \$20,000,000,000, and for the millions whose property German savagery spoliated and destroyed.

REPARATION TO THE UTMOST OF HER POWER.

This is why the Allies insisted, as a cardinal feature of the Treaty, that Germany must undertake to make reparation to the very utmost of her power, that the individuals responsible for German aggression and the outrages of the war must be handed over to justice, and that Germany must submit, for a few years, to certain special disabilities and arrangements.

"SHE BROUGHT THEM ON HERSELF."

If these things are hardships for Germany, she brought them on herself. Somebody must suffer the consequences of the war. Is it to be Germany or the peoples she wronged? The German revolution represents a great hope for peace and a new European order in the future, but it cannot affect the settlement of the war.

GERMAN REVOLUTION CAME TOO LATE.

The revolution was stayed until the German Armies were defeated, and all hope of profiting by a war of conquest had vanished. The German people, throughout the war, had supported the war and shared the responsibility of their Government. They cannot now pretend, having changed their rulers after the war had been lost, that it is just that they should escape the consequences of their deeds.

TERRITORIAL PROPOSALS CANNOT BE MODIFIED.

The peace the Allies propose is, fundamentally, a peace of justice. The Allies are satisfied that their territorial proposals are in accord with the agreed basis of peace, and are necessary to the future peace of Europe. Therefore, they are not prepared to modify them, except in respects to be hereafter laid down.

NO INTENTION TO STRANGLE GERMANY.

In regard to the economic and financial proposals, the Allies have no intention of strangling Germany, or of preventing her taking her proper place in international trade and commerce.

Provided she abides by the Treaty of Peace and abandons her aggressive and exclusive traditions in business, the Allies intend Germany to have fair treatment in the purchase of raw materials and the sale of goods, subject to the temporary provisions mentioned in the interests of the nations ravaged by Germany.

MODIFICATIONS IN FINANCIAL CLAUSES.

The Allies desire the passions of war to die as soon as possible, and all nations, including Germany, to share the prosperity which comes from an honest supply for material needs. In order to make this intention clear, a number of modifications have been made in the Financial and Economic Clauses of the Treaty, but the principles on which the Treaty is drawn must stand.

THE REPARATION PROPOSALS.

The Allies are prepared to modify the reparation proposals which are designed to make the payment of reparation as easy and convenient as possible, and be interpreted in that sense, but with a view to arriving as soon as possible at a fixed, definite sum payable by Germany, they are willing to accord Germany all reasonable facilities to enable her to survey the devastated regions and make proposals for the settlement of all claims.

THE ALLIES' LAST WORD.

The Allies emphasize that their covering letter and the attached memorandum constitute their last word. They have examined the German counter-proposals earnestly and carefully, and have consequently made important modifications in the draft Treaty, but in its fundamental outlines they stand by the Treaty, which must be accepted or rejected in the present form.

FIVE DAYS GIVEN FOR DECISION.

Failing a declaration by the German delegation, within five days, that they are prepared to sign the Treaty as amended, the Armistice will immediately terminate, and the Allies will take such steps as they think fit to enforce the terms.

A DETERRENT TO OTHER RULERS.

In the summarized report of their reply, the Allies, referring to Germany's responsibility for the war, emphasize that their views are not merely based on the events between July and the outbreak of war. Autocratic Germany, under her rulers' inspiration, had been long bent on a war of domination and aggression.

The essential truth of the Allied charges is admitted by the German revolution, and the Allies consider that the punishment of those principally responsible for so much world-wide misery and suffering is essential to justice and as a deterrent to other rulers.

KAISER TO BE ARRAIGNED.

They cannot agree to the trial of the guilty by their own accomplices. The Kaiser is to be arraigned as a matter of high international policy. The accused will be ensured full rights and liberties regarding defence in order that judgment may be of a most solemn and judicial character.

TREATY IN ACCORDANCE WITH WILSONIAN PRINCIPLES.

The Allies refute the Delegation's endeavour to prove that the Peace Treaty is a breach of the basis of peace in accordance with the Wilsonian principles.

GERMANY AND THE LEAGUE OF NATIONS.

The Allies see no reason why Germany should not become a member of the League of Nations in the early future, if her acts promise the necessary conditions.

GERMAN MINORITIES IN CEDED TERRITORIES.

They are prepared to accord guarantees for the protection of German minorities in the ceded territories.

GERMANY AND DISARMAMENT.

German acceptance of the disarmament terms will hasten a general reduction of armaments.

SAAR BASIN PROVISIONS MISCONSTRUED.

As regards the European Political Clauses, it is pointed out that the German Note misconstrued the Saar Basin provisions.

JUSTICE ESSENTIAL FOR ANY SETTLEMENT.

The Delegation's refusal to carry out reparation, which will have the character of punishment, appears to exclude the conception of justice essential for any settlement.

NO PLEBISCITE FOR ALSACE-LORRAINE.

The Allies do not admit a plebiscite for Alsace-Lorraine. The Allies, after defending the cardinal guiding principles as regards the eastern frontiers of Germany, express readiness, in order to eliminate any possible injustice, to reconsider the question.

THE WEST PRUSSIAN FRONTIER.

The historical frontier between Pomerania and West Prussia will be respected. ISOLATION OF EAST PRUSSIA.

It points out that the isolation of East Prussia, which Germany refuses to accept, has existed for centuries. It was not originally German territory, but was a Colony.

Danzig is not incorporated in Poland because it is German.

GERMANY AND POLAND.

The Allies have decided that Upper Silesia is not to be immediately ceded to Poland, until after a plebiscite, under Allied control, has been taken.

The main point in the whole settlement is the inhabitants' genuine interest—not the satisfaction of national pride. Germans in territories transferred to Poland will be expressly safeguarded.

No part of Germany outside the Kingdom of Poland will be included in restored Poland.

MEMEL DISTRICT FOR THE ALLIES.

The Memel district will be transferred to the Allies as the status of Lithuanian territories has not yet been established. HELIGOLAND ARTICLES MUST BE ACCEPTED.

Articles regarding Heligoland must, unconditionally, be accepted. They will be executed under the supervision of an Allied Commission.

THE FATE OF THE EX-GERMAN COLONIES.

As regards the ex-German Colonies, the Allies state they have placed the native populations' interests before every other consideration. Germany's subordination of native interests to her own ambitions has been revealed too completely to admit of the Allies consenting to make a second experiment and risking the fate of 13,000,000 or 14,000,000 natives.

ALLIES BOUND TO SAFEGUARD THE WORLD'S TRADE.

Moreover, the Allies are bound to safeguard their security against the establishment of bases, from which the world's trade could be threatened. The loss of the German colonies need not hinder her development. The trade of the German Colonies had never represented more than a very small fraction of her total trade—1 per cent. of her imports and exports in 1913.

PRE-WAR TRADE FROM THE COLONIES.

Of the total Colonial products imported by Germany, only three per cent. came from her own Colonies, and, for natural reasons, German colonies were not capable of accommodating more than a very small proportion of German imports and exports. The conditions laid down had been determined in accordance with international law and the natives' interests. The same conditions apply to the regulation of German property in China.

MILITARY CONDITIONS MODIFIED.

The Allies cannot agree to the alteration of the main military conditions. Nevertheless, they are willing to reduce the German Army more gradually than the present stipulation, namely, to a maximum of 200,000 within three months. At the end of the three months, and at the end of every subsequent three months, Allied military experts will fix the strength of the German Army for the ensuing period, in order to reduce it to the stipulated 100,000 as soon as possible—by March 31st, 1920 at the latest.

The reduction of officers and guns will be similarly proportioned.

NAVAL PROPOSALS CANNOT BE ENTERTAINED.

The German naval proposals cannot be entertained. The articles were carefully framed and must be accepted unconditionally. No negotiations are necessary on this question.

GERMANY'S REPARATION PROPOSALS ACCEPTABLE.

The Allies state that the German delegation misunderstood and misinterpreted the reparation proposals. The Allies welcome the German proposal to create a Commission to co-operate with the Allied Commission.

Germany is invited to present evidence and submit special reparation proposals within four months of the signature of the Peace Treaty.

GERMAN OFFER OF A LUMP SUM.

The proposals particularly acceptable are those specifying the German offer of a lump sum in settlement of the whole or a part of her liability, or the offer to repair part or the whole of any damaged district, or the offer of the use of labour for such work. Inspection facilities will be granted in this connection.

The offers must be precise, and not ambiguous, but the categories and the reparation clauses are indisputable.

The Allies, without in any way committing themselves now, will, within two months, reply to any proposals.

GERMANY'S VAGUE OFFER.

The Allies criticize Germany's vague mention of five billion pounds sterling in connection with reparation, and point out that no interest and no substantial payment is offered until 1927, after which undefined instalments will continue for half a century. "The present value of such a prospect is small."

ALLIES TO AFFORD TRADE FACILITIES.

The Allies, however, recognising the mutual desirability of the resumption of German industry, are prepared to afford Germany commercial facilities for such resumption, on conditions which cannot be laid down in advance, and subject to the special economic situation created for the Allies by German aggression.

Meanwhile, the draft Treaty must be accepted as definitive, and signed.

GERMANY MUST BEAR OCCUPATION COST.

The Allies maintain the right to obtain payment of reparation, etc., in priority settlement of all other German debts, but will approve exceptions.

Germany must bear the cost of the military occupation of the Rhineland, which is an essential guarantee.

AN IMPORTANT CONCESSION.

Germany cannot be credited with the value of captured war material, but an important concession will be the recognition, as a prior charge upon German assets, of the payment for food supplies and raw material.

GERMANY'S PRE-WAR DEBT.

Germany's pre-war debt will be divided in due proportion between Germany and the ceded territories, but France cannot be required to assume part of the public debt for Alsace-Lorraine.

Poland is also exempted and German colonies which have not paid their way cannot possibly assume a part of the German debt, nor can the Mandatory State be required to do so.

GERMANY'S FOREIGN SECURITIES.

Germany will be compelled to alienate the greater part of her foreign securities, and will no longer continue intimately involved in the Allies' or Russia's financial and economic life.

COMMERCIAL EXCHANGES.

Owing to Germany's illegal acts, many of the Allies are in a state of economic inferiority. Therefore, certain "non-reciprocal" conditions in the matter of commercial exchanges have been imposed for a minimum of five years. Reciprocity, however, will be applied whenever possible.

TRANSIT QUESTIONS MODIFIED.

The Allies accept a few changes regarding the waterways and railways—for example, the free transit through Poland and between East Prussia and the rest of Germany.

LATEST CABLES.

GERMANY.

SOCIALIST'S ACCUSATION AGAINST THE INDEPENDENTS.

At a Socialist Congress, Herr Noske, in a sensational statement, said the Independents were endeavouring to secure the support of the volunteer troops in the event of the overthrow of the Government. The Prussian Minister for the Interior attempted unsuccessfully, to refute this declaration.

FEEDING AUSTRIA.

TO BE CONTINUED.

A meeting of the Supreme Economic Council has arranged to continue financing the Austrian food supplies.

HUNGARY AT WAR.

CZECHS BADLY BEATEN.

Reuter authorities today learn that the Hungarian offensive against the Czechs is progressing rapidly. The Czechs have been driven back along the whole front of two hundred miles from the Danube, opposite Raab, to the Carpathian foothills.

Pressburg is seriously endangered. The Czechs are short of ammunition, and many are deserting to the Hungarians.

SCOURGE OF BOLSHEVISM.

BRITISH TROOPS MARCHING ON PETROGRAD.

Stockholm, June 12th.

A message from Archangel states that some of the British forces, which recently reached Murmansk, have gone to Vologda. The remainder are marching towards Petrograd. These have reached Petrograd, west of Lake Onega.

REPORT DENIED.

The War Office deny the Stockholm report that British troops have gone to Vologda and that others are marching on Petrograd. Both statements are inaccurate.

MORE BOLSHEVIST REVERSES.

Omsk, June 6th.

Siberian troops have captured Glazoff. The Bolsheviks are retreating along the whole front north of the Perm railway and southwards as far as the Kazan District.

THE URAL COSSACKS, SOUTH OF BUZULUK, ROUTED THE BOLSHEVIKS AND CAPTURED 20,000.

BALTIC PROVINCES BEING EVACUATED.

Paris, June 12th.

Evacuation of the Baltic Provinces is proceeding.

EARLIER CABLES.

REMOVED CAPTURE OF UFA.

LONDON, June 12th.

A Bolshevik message says that the Bolsheviks captured Ufa from Admiral Kolchak's troops on June 9th, after three days' sanguinary fighting. They continued the advance.

Fighting continues in the region of Perm, where the Bolsheviks are advancing in spite of stubborn resistance.

ESTHONIAN SUCCESSES.

LONDON, June 11th.

An Estonian communiqué states:—In the direction of Gatchina fighting is proceeding north of the railway. We took over 400 prisoners.

To the north of Kufamoshova we took 40 prisoners.

LATEST CABLES.

THE TURKISH PEACE DELEGATION.

ARRIVAL AT VAUCRESSON.

PARIS, June 12th.

The Turkish Peace Delegation, comprising Damad Ferid Pasha, the Grand Vizier; Tewfik Pasha, the ex-Premier; and Rehid Hâli, the Turkish Minister at Berne, have arrived and proceeded to Vaucresson.

DISTINGUISHED WARRIORS HONOURED.

INVESTED WITH THE ORDER OF MERIT.

LONDON, June 12th.

H.M. the King invested Sir David Beatty and Sir Douglas Haig with the Order of Merit.

BRIILLANT FUNCTION AT THE GUILDHALL.

LONDON, June 12th.

A brilliant and imposing function took place at the Guildhall, to-day, on the occasion of the presentation of the freedom of the City of London and swords of honour to Sir David Beatty and Sir Douglas Haig.

An enormous crowd, assembled in the Guildhall yard, lustily cheered the two distinguished guests, when they drove up, accompanied by Lady Beatty and Lady Haig.

The historic hall was crowded, the distinguished gathering including the Duke of Connaught, the Marquis and Marchioness of Cambridge, members of the Cabinet, and the Dominions' representatives and High Commissioners.

Sir David Beatty, replying to an address by the City Chamberlain, paid a glowing tribute to the officers and men of the Grand Fleet. He emphasized the fact that the British Empire lived by sea and that the Royal Navy was steadfast and true.

Sir Douglas Haig paid a tribute to the work of London and the Empire in the war, and dwelt specially on the incomparable work of the London troops. He said: "We have great need of peace, but it is most certain that only by adequate preparation for war can peace be guaranteed. We have to determine our future military policy."

"Let us not forget the lesson taught by the war—that upon the proper training for war depends the liberty of the whole world. We have in the youth of our nation magnificent material."

"The message of Empire is that we should set up, forthwith, a strong citizen army on territorial lines together with a professional Army that will enable us to meet any danger that may threaten us."

SHIPPING IN THE EMPIRE.

SIR ROBERT BORDEN'S PROPOSAL.

OTTAWA, June 12th.

In the House of Commons, Sir Robert Borden announced that he had proposed to the Imperial Authorities that full power over, and control of, ocean rates and the disposition of shipping in the Empire be conferred, by concurrent legislation, on a temporary Commission, and that a Committee, representing the United Kingdom and the Dominions, be appointed immediately for the purpose of framing a permanent scheme and general development of inter-imperial transportation.

AMERICAN LABOUR UNREST.

TELEGRAPHISTS' STRIKE A FAILURE.

CHICAGO, June 12th.

All the Telegraph Companies' reports indicate that the strike of telegraphists has, so far, been a failure.

PROHIBITION IN AMERICA.

ANNULMENT OF WAR-TIME MEASURES DEMANDED.

ATLANTIC CITY, June 12th.

The Labour Federation, by an overwhelming majority, passed a resolution opposing the continuance of war-time prohibition measures, and demanding the annulment of the prohibition of brewing beer with an alcoholic strength of over 24 per cent.

NEW BRITISH LOAN.

PROSPECTUSES ISSUED.

LONDON, June 12th.

Prospectuses have been issued for two loans. Both for an unlimited amount, bearing four per cent. and exempt from all taxation, if owned by persons not domiciled or not ordinarily resident in the United Kingdom.

One issue consists of "Victory Bonds" at 85s. redeemable at par. There will be annual drawings, beginning on September 1st, 1920, out of the proceeds of the sinking fund of 24 per cent. set aside half yearly on the nominal amount of the original bonds, after deduction of interest requirements.

Bonds will be accepted at face value in respect of death duties if held by the deceased for ten months immediately preceding death. Such surrendered bonds will be held by the Government until they are drawn or until redemption.

The other is a "Funding loan" at 80s. A sinking fund of 24 per cent. on the nominal amount of the original loan will be set aside half yearly and, minus provisions for interest, will be applied to the purchase of loan for cancellation if the price is at or under par, but when the price is above par, it will be either so applied or otherwise invested.

Right is reserved of the total redemption at par after May 1st, 1930. Any outstanding balance will be redeemed at par on May 1st, 1930.

There is a similar provision regarding the acceptance of loan stock for death duties, as with the "Victory" bonds.

THE LABOUR SITUATION IN FRANCE.

MINERS DISSATISFIED.

PARIS, June 12th.

The Miners' Council is not satisfied with the Miners' Eight-hour Day Bill, which the Chamber passed yesterday, with a view to averting a strike. A general miners' strike has been decided upon, to begin on June 16th.

A congress of the Seamen's Unions has, also, decided to strike on June 16th.

As regards the cost of living, the Labour Federation alleges that thousands of tons of wheat are rotting in Algerian ports, merchandise is piled on the quays, ships are stationary, and trucks standing idle. It calls on the Government to end the waste and fraud caused by speculation.

THE MALTESE TROUBLE.

RELIEVED TO BE OVER.

LONDON, June 12th.

The latest news from Malta is reassuring. It is believed the trouble is over.

COMMERCIAL AVIATION.

COMPANY STARTS IN SOUTH AFRICA.

LONDON, June 16th.

Reuter learns from South Africa that a Commercial Aviation Company, with a capital of £100,000, has been started at Johannesburg.

Services will run between Johannesburg and Pretoria; also between Johannesburg, Maritzburg and Durban.

In the course of an interview, Major Francis, late of the Royal Air Force, said he was confident that, in a few years, there would be a complete network of aerial routes throughout the Union.

The machines the Company proposed to use would be of various sizes, the largest of which would be designed to carry 24 passengers and 500 pounds weight of parcels.

NOTHING LIKE IT SEEN IN THE EAST.

WE HAVE PARTICULARLY ENGAGED
MISS FAYE, THE AUSTRALIAN
CHAMPION DANCER.

To give an Acrobatic Dance at the VICTORIA TO-DAY at
the MATINEE. Also a long Programme of Newest Songs.

WON'T YOU COME and ENJOY YOURSELVES?
BOOK YOUR SEATS NOW.

Draw the cork
and HAIG &
H A I G
SCOT'S
WHISKY
will sing its
own praises.



The quantity
is limited—
The quality
is rare—
You cannot get
me everywhere

BECAUSE of the exquisite quality of my contents I am (and always must remain) a scarce article of commerce. Whisky cannot be made old except by keeping it.

My managers have, with mature deliberation, resolved to cater only for those who are willing to pay the price for the very best article. There is not enough of my quality to allow of my being popular except amongst the select circles of discriminating users of alcohol.

Do not be surprised because I am not found everywhere. If I were I would not be the supremely fine article that I am. As I am a supremely fine article, you must be willing to pay the highest price for me, or else be satisfied with something less fine.

DOCTORS are calling for me.
JUDGES are calling for me.
MERCHANT PRINCES are calling for me.

Are You?

Haig & Haig Five Stars Scots Whisky

Place your orders in advance and make as sure as you can of getting me.

Distributing Agent:

DISTRIBUTING AGENT—
DONNELLY & WHYTE, HONGKONG.

PITTSBURGH STEEL CO.
NEW YORK, U.S.A.

Manufacturers of
"PITTSBURGH PERFECT"
WIRE PRODUCTS

PLAIN WIRE
Hoops Bands Pig Iron Billes
Barbed Wire Wire Nails Wire Fencing
and other Steel and Wire Products

1908

MARTIN'S
APOL STEEL
ALLOY PILLS

A French Scientifically Prepared
Remedy for all ailments of the
Digestive System. It is the only
remedy that has been found to
be effective in all cases of
Indigestion, Flatulence, Heartburn,
Acidity, Constipation, etc.

MARTIN'S
APOL STEEL
ALLOY PILLS

1908

K WONG FAT.
NEWLY ESTABLISHED.

DEALERS IN
ALL kinds of IVORY SANDALWOOD,
MOTHER-OF-PEARL AND SILVER
WARES, WHOLESALE AND RETAIL.
37, QUEEN'S ROAD, CENTRAL,
HONGKONG.

1916

BOSTOCK'S
ROYAL G. ITALIAN
CIRCUS

THE RESORT OF THE ELITE

A GIGANTIC SUCCESS

To-night! To-night! at 9.15

Book at MOUTRIE'S.



"Viyella"

SHIRTS and PYJAMAS
are unequalled for comfort,
durability, rich appearance,
health qualities, and they
DO NOT SHRINK.

Good clean Outfitters everywhere stock them; or
will make to measure. Invest in the genuine
material with name on sleeve or in pocket.

It may be easily proved
that Viyella is the best
material for shirts and
pyjamas.

Wm. Holliday & Co., Ltd.
Sole Importers since 1890
LONDON, ENGLAND.

DAY & NIGHT WEAR

A MODERN BLUEBEARD. INFATIGATED WOMEN'S FATE.

Every French husband of a runaway wife seems to have got into communication with the police following sensational disclosures on the Bluebeard career pursued by a Parisian engineer, who is said to have fascinated, courted, and carried off nine or ten well-to-do women—widows and young girls—and then destroyed them. There is fairly substantial evidence that they were either burned or buried in the garden of a lonely villa, which came into possession of the accused when the war was 12 months' old.

It seems to have been the summer of 1915 when Charles Landru got out on his Bluebeard career. For the most part, his victims were widows fairly well-to-do, but some were quite young, and pretty girls. Altogether, Landru's papers have provided records of more than twenty women with whom he had got into touch by matrimonial advertisements, and with most of whom he probably did pursue the subject of marriage. The following list of eleven names found in his pocket book is believed by the police to be a complete chronological record of his victims:

August, 1915.—J. and A. C., otherwise Mme. Cuchet, a good-looking widow, who, with her son Andre, went to Bluebeard's house, taking her savings of over £4,000.

August to December, 1915.—The name of one woman, which the police withhold for the moment until identification has been completed.

October, 1915.—Mme. Berthe Anna Hiron, an elderly widow, who disappeared just about the time that her marriage to Landru was announced.

December, 1915, to March, 1916.—"Mogador," a fascinating young clerk in a Government office, who lived at Clichy with Landru, when the latter was known as Fremiet.

December 20th, 1916.—A woman named Colomb, a bank clerk, who on this date went to Gambais with over £200 in her possession.

September, 1917.—Mme. Buisson, who went to Gambais with £800.

September to December, 1917.—Two names of women not yet identified.

January, 1918.—Mme. Jaume, aged 42, who wrote that the Gambais Villa was a melancholy place, and that her former husband, who made her gather leaves for what she knew not.

April, 1918.—Mme. Pascal, who went to Gambais with her cat.

January 13th, 1919.—Mlle. Marchadier, who had £200, took three dogs to Gambais, whose bodies have been found.

In every case so far, in which the persons in this list have been traced, they are known to have disappeared and no reliable sightings of them have been found in Landru's possession. It was his habit to give jewellery of one kind or another to his victims, and to show them the way to the village or mix with the people of the district. In fact, if anyone called when Landru was not there, he told her, not to open the door.

Mme. Cuchet was one of the good-looking fairly wealthy widows who came under Landru's spell, and disappeared. The caretaker of the block of flats where lived Mme. Cuchet has given information to the police which may lead to the discovery of yet other "victims." Landru arrived at the flat, says the caretaker, with two very well-dressed little girls about ten years of age. They were both very pretty, with a wealth of blond hair. In response to some remark, Landru told the woman that the two girls were his little daughters. But Mme. Landru's children are all much older than the two girls. Then again Mme. Friedmann, sister of Mme. Cuchet, relates how her sister spoke of the mysterious conduct of "Diare" (under which name they knew Landru). On many occasions at a cottage near Chantilly (where the couple once lived) Mme. Cuchet saw visitors arrive who appeared to be on familiar terms with "Diare," but who never spoke in her presence. "Diare" would take them into the garden, and, after prolonged discussion, go away with them. One day a woman came to Chantilly, and, having discussed affairs with Landru at the railway station, returned the following train. Mme. Cuchet never learnt the names of any of these mysterious visitors, and to her questions concerning them and their business Landru returned evasive replies. A friend of Mlle. Marchadier, the last of Landru's presumed victims, has thrown an interesting sidelight on

THE POWERS OF FASCINATION.

exercised by this singular man. Mlle. Adrienne Poillot, known as Kitty, was an intimate friend of Mlle. Marchadier from 1916 until the latter's disappearance this year. Bohemian Paris knew Mlle. Marchadier as "Zazou." Often the young woman spoke of "Guillet" (Landru) as charming and very well-bred man. "He is the kind of man of whom I have always dreamed," said the deluded girl. Mlle. Poillot saw "Guillet" only once, on January 13th last, when he was driving Mlle. Marchadier away from Rue Saint-Jacques. The two women exchanged some remarks, and "Zazou" said to Mlle. Marchadier's three dogs, which were regarded as "belonging" to Mlle. Poillot, "Don't worry," said Landru, "we shall take great care of your little black one." A few days later the little creature was strangled with the others, and the bodies were subsequently found in the garden of the Gambais villa. Two days after Mlle. Marchadier left for Gambais with Landru, the mother of another of his fiances, who was still alive—Mme. Serge—sold the remains of Mlle. Marchadier's furniture to Mme. Vansart, and, as usual, Landru's son delivered the goods in a motor-lorry. Now comes the history of a Mlle. Pascal, the sixth presumed victim.

Landru's papers are full of references to them all. For in this case there are two women, there is a double flirtation, and the man is unable to decide between them. Very dark, tall, slender, and elegant, Mme. Pascal was probably the most beautiful of Landru's victims. Her married life was unhappy, and, after separation from her husband, she in 1916 lived in Paris with her niece, Mlle. Marie-Jeanne Fauchet, a girl of about 20. The niece was destined to be the second woman in the case. Not long after her return at the beginning of 1917, a matrimonial advertisement brought Landru to her door. He came as M. Lucien Forest de Barzieux, and described himself as an engineer of Lille, awaiting the liberation of his property in that town. At that time Mme. Pascal was very prosperous,

employing many workgirls in her establishment; but, despite this attraction, Bluebeard shared his favours equally between the aunt and the niece. Frequently he brought presents—for Mme. Pascal, cakes and old linens; for Mlle. Fauchet, armfuls of costly flowers. For more than a year this double-flirting continued. The two women were full of enthusiasm for this charming man. They

CALLED HIM "THE INDIAN PRINCE MAN."

and "Robert Houdin," in recognition of his cleverness as a contortionist and conjurer. But, gradually, unknown to the niece, an understanding was springing up between the older woman and Landru.

Once, said Mme. Pascal to a friend: "I do not know what to make of that man. He is charming. But he frightens me. I cannot look at him without trembling. Yesterday, evening, after dinner, he made me sit in an armchair, while he unlocked my hair and made of it a mantle. (She had very long and beautiful tresses.) Then he knelt and took my hands, looking fixedly into my eyes. For a time he remained silent, looking at me. And then he began to whisper, 'Annette! Annette! I am the man. You are waiting for me. I am your master, and you belong to me.' His intense gaze disturbed me. I cannot explain what I experienced. Everything turned about me. I seemed to see diabolical lights, and I must have lost consciousness, for I remember nothing more. I do not want to see the man again. His gaze is terrifying. You would say it was the devil looking at you."

At Easter, 1918, Landru proposed to Mlle. Fauchet, but she refused to go herself. On returning to Paris she complained of being frightened by gunfire and aerial bombs. M. Forest de Barzieux (Landru) had offered her a refuge in the country, which she had decided to accept. Landru's mysterious possession of identity papers of a family named Guillin, which he had altered to fit his *alias* Guillet, is explained now, as is also the disappearance of Mme. Guillin, whose son and daughter-in-law, to whom the papers belonged, died in 1912. Mme. Guillin, a lively, middle-aged widow of cheerful disposition, had been housekeeper to an engineer at Melun, who left her £800 and valuable furniture. After his death she lived for a time in Paris, and then early in 1915 advertised for a fresh post as companion. Landru replied, representing himself to be a French Consul in Australia, and played his usual comedy of falling desperately in love with the ripe but still comely widow, to whom he promptly proposed marriage. Swept off her feet by Landru's insinuating manner, the poor woman sold her jewellery and disappeared from her flat. In the summer of 1915 she made a brief reappearance, and told a friend the now familiar story of the charming man she was about to marry and of the superb villa near Mantua, where they were going to live. She mentioned that she had already stayed there, and that owing to the unpleasantness of the neighbours her *fiance* had asked her not to show herself in the village or mix with the people of the district. In fact, if anyone called when Landru was not there, he told her, not to open the door. Mme. Guillin added that she had inspected the villa from roof to cellar with the exception of one room, which was locked. Her curiosity

led her to peep through the keyhole

of this room, and she saw a quantity of beautiful lace-trimmed underclothing on a bed, together with a pair of smart new boots. Questioned about this, Landru told her the things belonged to his dead mother, and that from motives of filial piety he kept the room locked. Mme. Guillin also said she had realised her own fortune and entrusted it to her future husband, and that they were going to Australia. The friend never saw the infatuated woman again, but in accordance with his invariable practice Landru arrived at her flat in October, 1915, paid the rent, and removed the furniture. Some months later the hall-porter saw Landru with two strange women in the street. As the couple were evidently not in Australia, the friend could not understand why Mme. Guillin had never called to see her. There is little doubt that Mme. Guillin was one of Landru's victims whose names, not yet disclosed, appear in the list in the pocket-book referred to.

Landru's eighth identified victim is Mme. Louise Leopoldine Jaume, 42, of the Rue de Liane. She was separated from her husband and earned her own living by working for Mme. Leyraut, a linen draper. In 1917 she confided to Mme. Leyraut's daughters that she was trying to divorce her husband, and was about to marry again, her future husband being a very nice man who owned several estates and motor-cars. Three months later she left the Rue de Liane, and in a letter received from her a few days later said that she had been to Gambais, but would not stay there, and had insisted on returning to Paris, where she was living in her *fiance's* house at the Rue de Rochechouart, Mme. Jaume wrote:

"His estate is a melancholy place, and my *fiance* is a maniac. He had us collecting leaves, which we carried into a shed. I do not know what for."

No answer came to letters addressed to her at the Rue de Rochechouart, and in January, 1918, Mme. Leyraut took a letter there by hand. Five days afterwards she received a letter by pneumatic post, saying:

"I am in Paris for 24 hours. Will call on Mme. Leyraut to-morrow at ten."

The following day Landru arrived with a box of skeins, and, explaining that he was the *fiance* of Mme. Jaume, said that she had left for America, where he had found a good situation for her. Her future was assured, he said, and on her return they were to be married. That was the last news of Mme. Jaume.

Landru's twenty-year-old son, Charles, in order to clear himself of suspicion, of being his father's accomplice, has made a statement for publication. "I believe," he says, "that

there are two separate beings in my father. He is, as it were, his own double. Dr. Vallon, who examined him, predicted that there would be a grave crisis in his life, and this was confirmed by another doctor. He who ordinarily was so gentle, patient, and lovable, used to have terrible paroxysms of anger for a mere nothing, and then he was like a furious madman." So far as Landru's relations with women were concerned, the son saw nothing abnormal about his

father. "How," he asks, "could we have suspected him? He was good to his children. Never did he give them bad advice or excuse even the slightest fault. He was severe. This man, who had had troubles and been convicted, always gave us counsels of honesty and uprightness. He did not smoke, drink, or gamble. He was an untiring worker, and his life seemed devoted to nothing else. His parents, who were Parisian work-people, gave him a good education, and he had a number of diplomas. His first profession was that of architect, but he was also a clever engineer. He was the first to patent a national motor-cycle, and previously, in 1899, he had invented a motor-car." Among the tasks the father carried out, the son mentions the planning of light railways, tramways, and electrical installations. He was employed on the Havre Harbour works, and was decorated by the Government for architectural work. As regards Bluebeard's villa at Gambais, the son says he went there to do repairs, but always alone. His mother and sisters had visited the house and stayed several days. The father said he wanted to buy it as a speculation. He did business openly in furniture, and no one suspected him of wrong-doing. M. Dautel, the police commissary, who has the case in hand, has made interesting discoveries among the mass of papers seized. These include several blank military identity books and a number of forged family papers, which enabled Landru to change his civic personality as often as he pleased. An interesting statement, throwing much light on Landru's methods, has been made by Mlle. Jeanne Falk, a middle-aged Parisienne, who has sought in a marriage by Bluebeard. It was in September, 1918, that this lady met Landru, and within a short time he had almost persuaded her to join him at the notorious villa at Gambais. But not quite, for Mlle. Falk was saved by her own perspicacity. Landru, she admits, was charming, but he never succeeded in giving her confidence. Three times he attempted to borrow money from her.

AND WEAKENED HER FAITH

in his stability. And his detraction in a small deception finally opened her eyes. Subsequently Landru visited her on two or three occasions, but, receiving no encouragement, he discontinued his visits. Mlle. Falk has also spoken of Landru's efforts as a vocalist. His rendering of "O Sole Mio," which had a vague in Paris during the war, is described as strangely fascinating by the enraptured women who listened to its voluptuous words. The preliminary inquiry into the supposed crimes of Landru will be conducted by M. Bonin, who has sprung into prominence during the past year by his skilful handling of several delicate affairs. He was the examining magistrate in the prosecution concerning counterfeit Rodin statues, and recently has been probing the history of people without their knowledge, and then poisoned them with drugs or microbes. Under M. Bonin's direction the lonely villa at Gambais and its grounds will this week be "put through a sieve," as detectives say, in order to bring to light any complications, the unravelling of the history of Landru's innumerable intrigues with women has been carried on with remarkable speed. In a little more than ten days the police, as stated, have traced 10 out of 11 persons in the list which Landru carried in his pocket-book. It is now believed that the accused is being made to trace this. Legally, Bluebeard's case presents many difficulties. He is charged with murder, but there is no tangible evidence concerning the death of any one of his supposed victims. Their disappearance is so far purely conjectural, and has not been the subject of any legal decision. Legal authorities point out the difficulty of proving murder, when no one really knows whether the missing persons are dead. And it is an interesting and disquieting fact that since 1915 over 3,000 women have been reported missing in Paris alone.

EX-CROWN PRINCESS SUES FOR A DIVORCE.

CROWN PRINCE ACCUSED OF CRUELTY AND INFIDELITY.

The former German Crown Princess Cecilie has taken steps to divorce her husband, Frederick William, according to a statement given to Swiss newspapers by the former Grand Duchess Anastasia of Mecklenburg-Schwerin, mother of the former Crown Prince. The statement says that it long has been the desire of Cecilie to divorce her husband, but that the pressure of the Hohenzollern family up to this time had prevented her from carrying it out.

The statement of the Grand Duchess charges Frederick William with cruelty to his wife, saying:

"On one occasion some time ago the situation became so unbearable that my daughter actually fled from her home. She almost succeeded in reaching Switzerland. Orders were sent from Berlin to intercept her and she was captured at the German frontier like a common criminal, and taken to Berlin under arrest."

"My daughter will be able to place before the German court overwhelming evidence against her husband and will be able to prove many instances of the grossest cruelty against him. His infidelities were numerous and there is abundant proof of them. His brutality was atrocious. On more than one occasion my daughter was treated with actual violence. She was bruised and her face was disfigured by her husband's blows."

Berlin dispatches by way of Zurich, on February 3rd, said that "Frederick William had instituted proceedings for a divorce, but there have been no further reports on the case." The former Crown Prince and Princess Cecilie were married in June 1905. The pair have five children, the youngest having been born in 1915. The former Crown Prince is now in exile in Holland. His family has remained at Potsdam.

The former Grand Duchess Anastasia was a Grand Duchess of Russia before her marriage. Since the war she has been living in Switzerland, and she renounced her German nationality and renewed her allegiance to Russia late in 1914.

SHIPPING NEWS

ARRIVALS.

June 18th.
Zanana, British str., 1,215 tons, Capt. Gerson, from Singapore, which port she left on June 9th, with a general cargo.
Merrill, American str., 2,505 tons, Capt. Metellan, from Manila, which port she left on June 13th, with a cargo of coal.

June 19th.

Chengung, British str., 1,311 tons, Capt. Walker, from Singapore, which port she left on June 11th, with a general cargo.
Zurgules, British str., 2,620 tons, Capt. Owen Jones, from Muku, which port she left on June 13th, with a general cargo. B. & S.
Hana, French str., 700 tons, Capt. Morwan, from Haiphong and Port Bayard, with a general cargo.
Hana, American str., 2,100 tons, Capt. Lennon, from Saigon, which port she left on June 11th, with a general cargo. Abou-Sang Fat.
Knapth, British str., 297 tons, Capt. Cogran, from Haiphong and Pakhoi, with a general cargo. B. & S.
Kashima Maru, Japanese str., 1,417 tons, Capt. Asahara, from Ching Wan Tao, which port she left on June 11th, with a cargo of coal. Doddwell & Co.
Korea Maru, Japanese str., 1,510 tons, Capt. Ota, from San Francisco, which port she left on May 21st, with a general cargo. T.K.K.
Nikko Maru, Japanese str., 2,000 tons, Capt. Yamashita, from Melbourne, which port she left on May 1st, with a cargo of flour, butter, etc. N.Y.K.
Togo Maru, Japanese str., 1,500 tons, Capt. Hagiwara, from Singapore, with a general cargo, including cotton. N.Y.K.

PASSENGERS.

ARRIVALS.

Per s.s. Korea Maru, on June 18th: Dr. Robley Appel, Mr. W. W. Berry, Mr. C. L. Corby, Mr. R. S. Cricker, Mr. N. V. A. Croncher, Lieut. S. Emoto, Mr. C. Garin, Mr. L. E. Gurney, Mr. T. J. Korbals, Mr. H. L. Kriedt, Mr. J. N. McLeod, Mr. S. J. Nichols, Mr. J. H. Peterson, Mr. H. N. Pountney, Mr. H. M. Simms, and Mr. K. K. de Vries.
Per s.s. Nikko Maru, on June 18th: Mr. W. T. Buckley, Mr. U. Aboro, Mrs. A. W. Dow, Mr. and Mrs. F. G. Sanborn, Mr. E. P. Boyce, Miss W. Wells, Mr. and Mrs. F. D. Niblett, Mr. S. Indein, Mr. J. M. Switzer, Mr. and Mrs. H. F. Bunje, Mr. G. J. Ritter, Mr. M. Andres, Mr. A. J. Pratt, Mrs. Amy Young, Mr. and Mrs. S. C. Hilver, Capt. E. W. Lester, Mr. J. F. Dow, Mr. E. D. Armstrong, Mrs. A. M. Pratt, Miss A. J. Pownall, and Mr. W. Dodds.

DEPARTURES.

Per s.s. Venezuela, on June 19th: Mr. L. Benton, Mr. and Mrs. W. M. Campbell, Miss Mary Curtis, Mr. Wm. A. Curtis, Mr. J. Cajucom, Mr. Wm. H. Claire, Mr. W. R. Coombe, Dr. W. G. Clarke, Mr. and Mrs. Kenneth Duncan, Miss Harriett Duncan, Mr. Emil Fahrlander, Mrs. Helen Fahrlander, Miss Doris Fahrlander, Mr. and Mrs. Oscar Fahrlander, Miss Ruth Fahrlander, Miss Grete Fahrlander, Miss Jane Fides, Mr. O. Fumagalli, Mr. B. Fuller, Mr. and Mrs. M. G. Franklin, Mr. and Mrs. Chas. M. Gordon, Miss Mary Gordon, Mr. Geo. H. Grauer, Mrs. M. Gutierrez, Mr. and Mrs. Harry Green, Mr. H. W. Hewitt, Mr. G. G. Hoppeler, Mr. S. Hewitt, Mr. Chas. F. Hebenstreit, Mr. and Mrs. J. Hickey, Mrs. Emmett Jones, Mr. E. J. Jones, Miss A. James, Miss Gertrude King, Mr. F. Kulka, Mr. L. G. Kirby, Mrs. I. J. Lossius, Mr. E. B. Larimer, Miss Nina Myres, Mrs. D. Marryat, Miss Angelina Nelasco, Mrs. O. Ostroverkhov, Mr. N. O. Olsen, Mr. J. Pfister, Mr. and Mrs. H. E. Rott, Dr. and Mrs. C. G. Rush, Miss Sylvia Rush, Miss Eleanor Rush, Mr. A. B. Richardson, Mr. A. Rebel, Miss Elizabeth Seymour, Mr. C. A. Scott, Mr. Henry Silberman, Mr. Henry T. Seymour, Mr. Robert Hodgret Steele, Mr. Bernard Schiff, Mr. L. J. Smith, Mr. Henry G. Scott, Mrs. B. Sweet, Mr. and Mrs. E. E. Simmons, Mr. Geo. F. Taylor, Mrs. Ross Thompson, Mrs. L. Towers, Miss Catherine Towers, Miss Helen Whitmore, Mr. and Mrs. H. M. Whitmore, Mr. B. Montith Webb, Mr. Arthur Norman Wakefield, Mr. and Mrs. Lawrence N. Wagne, Miss Laura Woods, Mr. and Mrs. J. Wilson, Mr. F. R. Xavier, Mr. C. Y. Yonker, and Mr. Jose Tinsay.
Per s.s. Pertia Maru, on June 18th: Mr. and Mrs. J. B. M. Basch, Miss L. E. Ellerman, Mr. J. L. F. Ezerman, Mr. J. L. F. Ezerman, Mr. A. J. Fox, Mr. J. R. Gray, Mr. R. L. N. Gillick, Mr. and Mrs. C. N. Hamaker, Miss F. C. Herdes, Mr. H. J. Jory, Mr. J. Kyburz, Miss C. C. Lillie, Mr. and Mrs. Mesquite, Mr. W. A. Nyland, Mr. Jos. Pfuger, Mr. and Mrs. A. P. K. Mrs. S. Reich, Mr. W. Reich, Mr. and Mrs. Spiltenaar, Mr. L. Serry, Mr. and Mrs. L. H. Thibault, Mr. and Mrs. H. F. Tucker.

SHIPPING MOVEMENTS.

The P. & O. s.s. Prosper left Singapore for this port on the 17th instant, and is due here on the 19th instant.
The N.Y.K. s.s. Totori Maru (American line) arrived at Yokohama on June 18th and is expected here on July 2nd.
The Empress of Japan sailed from Shanghai on June 15th and is due at Hongkong tomorrow, at 2 p.m.

WEATHER REPORT.

June 18th, at 11.50.—No returns from Japan. Weather over Indo-China and the Philippines, and increased slightly elsewhere; it is lowest over South China and Tongking.

Hongkong rainfall, for the 24 hours ending at 10 a.m. today, 1.41 inch. Total since January 1st, 24.35 inches, against an average of 22.51 inches.

The forecast for the 24 hours ending at noon today is as follows:—

DISTRICT. FORECAST.
Hongkong to Gap Rock. S.W. winds, (moderate); fair.
Formosa Channel. The same as No. 1.
South Coast of China between the same as Hongkong and Lamooka. No. 1.
South Coast of China between the same as Hongkong and Hainan. No. 1.

"ASAHI BEER"



SOLE AGENTS
MITSU BUSSAN KAISHA

FRENCH LESSONS

G. MOUSSON,

18, MORRISON HILL ROAD.

WAI KEE.

FLAG AND SAILMAKER.
No. 129, Des Vaux Road Central,
HONGKONG.
TELEPHONE NO. 1832.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"CHANGSHA"	June 25th	* June 30th * Calls Saigon, omits Manila.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,
Agents.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR
MARSEILLES AND LONDON
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NAGOYA"	21st Aug.	23rd Sept.	2nd Oct.
"MALTA"	4th Sept.	7th Oct.	18th Oct.

FOR
BOMBAY VIA STRAITS & COLOMBO.

"DUNERA" 7th July Due Bombay about 25th July

FOR
CALCUTTA VIA STRAITS & RANGOON.

"JAPAN" 19th July Due Calcutta 13th Aug.

FOR
SHANGHAI MOJI KOBE, etc.

"JAPAN" 24th June SHANGHAI & KOBE.
"DUNERA" 24th June SHANGHAI Only.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Vaux Road Central HONGKONG. Agents.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE.

S.S. "WEST MUNHAM"

will be despatched on or about JULY 2nd.

for SEATTLE, TACOMA & PORTLAND.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" ... About August 1st.

"WEST HEMATITE" ... August 10th.

For SEATTLE, TACOMA & PORTLAND.

"WEST CELINA" ... About August 15th.

Through Bills of Lading issued to Overland Common Points.

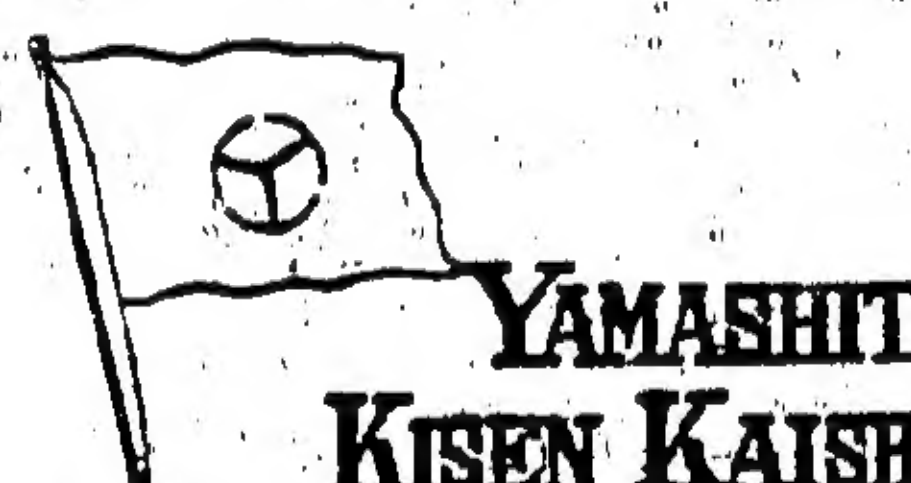
FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2477 & 2478. Fifth Floor, HOTEL MANSIONS.

Y. K. K.



(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1...	REGULAR SERVICE FOR
NANYO MARU No. 2...	FREIGHT BETWEEN
NANYO MARU No. 3...	HONGKONG, BANGKOK
SODEGAURA MARU...	AND OR
KYODO MARU No. 13...	SINGAPORE.
TAMON MARU No. 1...	
ASOSAN MARU...	
CHEIAN MARU...	

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,

AGENT.

TEL. 140 and 155. Top Floor, King's Building.

KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKYO, OSAKA, KOBE, NEW YORK, HANKOW, HONG KONG, PORT SAID, CALLAO, HAYAMA, SOERABAYA, CALCUTTA, COLOMBO, SINGAPORE, YANAGI, BANGKOK, SAIGON, MANILA, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

(SUBJECT TO ALTERATION WITHOUT NOTICE)

For further particulars apply to—

OHU KYOKU TRADING Co.,
M. HASHIMOTO,
General Agents.

Telephone No. 2108.

CANADIAN PACIFIC OCEAN SERVICES LIMITED

THE CANADIAN PACIFIC RAILWAY COMPANY
announce the augmentation of the present double daily train service by a third Trans-Continental train—

THE TRANS-CANADA LIMITED.

The new train will leave Vancouver

DAILY FOR MONTREAL

Connecting for all points in Eastern Canada and United States.

RUNNING TIME VANCOUVER TO MONTREAL

93.15 hours.

The "TRANS-CANADA LIMITED" will be devoted to First Class Sleeping Car passengers and will consist entirely of Compartment Observation and Standard Sleeping cars, Dining car and Baggage cars.

P. D. SUTHERLAND,

General Agent, Passenger Department.

Hongkong, June 7th, 1919.

FOR NEW YORK.

BLUE FUNNEL LINE.

S.S. "EURYADES"

for NEW YORK via PANAMA, on July 5th.

For Freight and further particulars, apply to—

"BUTTERFIELD & SWIRE,

Agents.

[734]

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched on July 14th, to

SINGAPORE, PENANG, AND BELAWAN DELI.

This vessels offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574.

Agents.

[770]

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
HANKOW	"TUNGSHING"	Fri., 30th June, 8 p.m.
MANILA	"YENKANG"	Fri., 20th June, 8 p.m.
HAIKONG	"LOKANG"	Fri., 21st June, 8 a.m.
TIENTSIN	"CHEONGSHING"	Sun., 22nd June, 8 p.m.
SHANGHAI	"WINGANG"	Sun., 23rd June, 8 p.m.
SHANGHAI	"KWONGSANG"	Sun., 23rd June, 8 p.m.
SHANGHAI	"CHOISANG"	Tues., 24th June, 8 p.m.
STRAITS & CALCUTTA	"NAMSANG"	Tues., 24th June, 3 p.m.
KOBE	"FOOHING"	Wed., 25th June, 3 p.m.
MANILA	"LOONGSANG"	Fri., 27th June, 3 p.m.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIKONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haikow when inducement occurs.

BOHNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Dato.

TIENTSIN LINE.—A regular service to run from March to October between Hongkong and Tientsin, calling at Wedoway and Chongchow.

UNDER THE MARINE, GOVERNMENT PASSPORT REGULATIONS, All European Passengers leaving the Company for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to

JARDINE MATHESON & CO., LTD.,
General Managers.

Telephone No. 314.

[771]

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to NERVA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to NERVA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(REDFERN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	"TIENSHIN"	On 19th June, Noon.
SHANGHAI	"SUIYANG"	On 20th June, Noon.
SHANGHAI	"PAKHOU"	On 20th June, Noon.
FAHPOH and HAIPHONG	"KAIPOH"	On 21st June, 11 A.M.
SHANGHAI & "SINGTAO"	"KWANGSE"	On 22nd June, Noon.
MANILA, CEBU & ILOILO	"TAMUNG"	On 23rd June, 3 P.M.
SWATOW and BANGKOK	"CHUBAN"	On 24th June, 11 A.M.
SWATOW and SINGAPORE	"HUFEH"	On 24th June, 11 A.M.
SHANGHAI	"TEAN"	On 24th June, Noon.
WINKAIWEI, CHEFOO, & TIENSHIN	"HUICHOW"	On 25th June, Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon Accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

"HAIBONG"	Capt. J. W. Evans	FRIDAY,	20th June, at 1 P.M.
"QUINNEBAUG"	Capt. J. Medina	TUESDAY,	24th June, at 11 A.M.
"HAITAN"	Capt. A. H. Stewart	FRIDAY,	27th June, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KORE, YOKOHAMA and HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S. "ECUADOR"	July 16th, 1919.
S.S. "COLOMBIA"	Aug. 13th, 1919.
S.S. "VENEZUELA"	Sept. 10th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC COAST SERVICES, LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 41

COMPANY'S OFFICE in Alexander Buildings, Chater Road.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR
MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at MARSEILLES about	Due at LONDON about
NAGOYA	21st Aug.	12nd Sept.	2nd Oct.
MALTA	4th Sept.	7th Oct.	16th Oct.

FOR
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	7th July	24th July

FOR
CALCUTTA VIA STRAITS & RANGOON.

JAPAN	19th July	18th Aug.
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SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI & KOBE
JAPAN	24th June	SHANGHAI Only.
DUNERA	31st June	

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.

N. Y. K.
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

FUSHIMI MARU	Sunday,	22nd June, at 11 a.m.
KATORI MARU (calling Manila)	Sunday,	23rd June, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

TAMBA MARU	Friday,	27th June, at Noon.
MISHIMA MARU	Friday,	11th July, at 11 a.m.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	Wednesday,	25th June, at 11 a.m.
NIKKO MARU	Wednesday,	23rd July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYAMA MARU	Tuesday,	16th July.
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BOMBAY & COLOMBO via Singapore.

SHINRYU MARU	Beginning of July.
TENSHIN MARU	Middle of July.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU	Saturday,	28th June.
CALCUTTA MARU	Saturday,	19th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU	Friday,	20th June, at 7 a.m.
AKI MARU	Saturday,	19th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOYO MARU No. 2 (Kobe direct)	Thursday,	19th June.
KITANO MARU	Monday,	23rd June, at 11 a.m.
SHIMBU MARU	Saturday,	28th June.
INABA MARU	Friday,	11th July, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293.

H. YASUDA, Manager.

TOYO KISEN KAISHA
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
KOREA MARU	20,000	June 25th.
NIPPON MARU	11,000	July 7th.
TRINYO MARU	21,000	July 20th.
SIBERIA MARU	20,000	July 29th.
SHINRYU MARU	21,000	Aug. 13th.

* Calling at Keelung

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.

THEORY BY TRANS-ANDREA ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
KIYO MARU	17,500	July, 14th.
KIYO MARU	18,500	Sept. 10th.
KIYO MARU	14,000	Nov. 4th.

* These are interchangeable with the CANADIAN PACIFIC COAST SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager, King's Building.

Telephone 2774 and 2775.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"NERA" 20,000	On or about 20th June.
	"ANDRE LEBON" 21,000	On or about 24th July.
	"PAUL LECAT" 22,000	On or about 18th Aug.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID	"NERA" 20,000	On or about 19th July.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET,
Acting Agent,
Queen's Building.

Telephone 740.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"ANDES MARU" Tuesday, 24th June.

"AMAZON MARU" End of July.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"SIAM MARU" Thursday, 19th June.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.

"HAWAII MARU" Wednesday, 25th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIA" MARU Thursday, 18th June.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"KOBO MARU" Wednesday, 9th July.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"MEXICO MARU" Wednesday, 25th June.

HAIPHONG—Three times a Month service.

"DAITOKU MARU" Saturday, 28th June.

JAPAN PORTS—Moji, Kobe, Yokosaki, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.

"BOSHU MARU" Thursday, 19th June, at 9 a.m.

For KEELUNG via SWATOW AND AMOY.

"AMARUSA MARU" Sunday, 22nd June, at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745.

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